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67,010-031
H2597-PP
HSC010726

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Robert H. Perkinson Group Art Unit: 3745
Serial No.: 10/680,922 Examiner: Kershteyn, Igor
Filed: October 8, 2003
Title: **CYCLIC ACTUATION SYSTEM FOR A CONTROLLABLE PITCH
PROPELLER AND A METHOD OF PROVIDING AIRCRAFT CONTROL
THEREWITH**

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

AMENDMENT

Dear Sir:

This paper is responsive to the Office Action mailed on January 12, 2005. Please amend the application in the following particulars.

CERTIFICATE OF FACSIMILE

I hereby certify that this correspondence is being facsimile transmitted to the United States Patent and Trademark Office, (703) 872-9306, on April 7, 2005.


Beth A. Beard

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REMARKS

Applicant wishes to thank the Examiner for the detailed remarks and allowance of claims 1-19. Claims 20-24 have been amended and new claims 25-27 are presented. Accordingly, claims 20-27 are pending.

Claims 20-23 were rejected under 35 U.S.C. §102(b) as being anticipated by *David* (4650400). Claims 20-24 were rejected under 35 U.S.C. §102(b) as being anticipated by *David* (4730795). Claims 20-23 were rejected under 35 U.S.C. §102(b) as being anticipated by *Weiland* (4163630). Applicant respectfully traverses these rejections. The cited references are each for a helicopter. A helicopter operates under completely different rotary wing-principles. As recited in Applicant's background:

Fully articulated rotors such as those of helicopters provide cyclic and collective pitch of the rotor blades. Articulation of the rotor disc plane vectors the rotor thrust to provide fore, aft and lateral movement of the helicopter with minimal bending moment of the rotor shaft. As compared to rigid turboprop propeller systems, articulated rotor systems of a helicopter are significantly more complex.

None of the cited references disclose mounting the propeller system to an aircraft wing such that the plurality of rigidly mounted propeller blades of the propeller system are generally within a plane defined generally transverse of an aircraft wing as recited in amended claim 20. The claims are properly allowable.

Claims 21, 22 and 24 were rejected under 35 U.S.C. §103(a) as being unpatentable over *David* (4650400) in view of *Bass et. al.* (6789764). Applicant respectfully traverses this rejection. *Bass et. al.* discloses only a dual rotor system helicopter. The amended claims are properly allowable.

New claims 25-27 recite further features of the present invention which are neither disclosed nor suggested by the cited references and are thus properly allowable.

Please charge \$150.00 to Deposit Account No. 50-1482, in the name of Carlson, Gaskey & Olds, for 3 claims in excess of 20. If any additional fees or extensions of time are required, please charge to Deposit Account No. 50-1482.

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2003

Application or Docket Number

10680922

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	34	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	24 minus 20 =	* 4
INDEPENDENT CLAIMS	3 minus 3 =	* 0
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

* If the difference in column 1 is less than zero, enter "0" in column 2

CLAIMS AS AMENDED - PART II

4-7-05

	(Column 1)	(Column 2)	(Column 3)
AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	* 27	Minus ** 24	= 3
Independent	* 3	Minus *** 3	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

	(Column 1)	(Column 2)	(Column 3)
AMENDMENT B	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	*	Minus **	=
Independent	*	Minus ***	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

	(Column 1)	(Column 2)	(Column 3)
AMENDMENT C	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	*	Minus **	=
Independent	*	Minus ***	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

SMALL ENTITY TYPE ☐

RATE	FEE
BASIC FEE	385.00
X\$ 9=	
X43=	
+145=	
TOTAL	

OR OTHER THAN SMALL ENTITY

RATE	FEE
BASIC FEE	770.00
X\$18=	72
X86=	
+290=	
TOTAL	82

SMALL ENTITY OR

RATE	ADDITIONAL FEE
X\$ 9=	
X43=	
+145=	
TOTAL ADDIT. FEE	

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE
X\$18=	150
X86=	
+290=	
TOTAL ADDIT. FEE	150

RATE	ADDITIONAL FEE
X\$ 9=	
X43=	
+145=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X86=	
+290=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$ 9=	
X43=	
+145=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X86=	
+290=	
TOTAL ADDIT. FEE	

- * If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
- ** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20."
- *** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3."

The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.